

## DAILY COLLECTION OF MARITIME PRESS CLIPPINGS 2008 – 216



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**Above seen the final moment of the WESKUS 1 as the last parts are removed from the beach, in the background and on the left is visible the SEAWIN SAPPHIRE firmly aground**

**Photo's : Glen Kasner ©**

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## EVENTS, INCIDENTS & OPERATIONS



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## Kustwacht onderscheept drugstransport

De Kustwacht voor de Nederlandse Antillen en Aruba heeft vannacht voor de kust van Curaçao een drugstransport onderscheept. Hierbij werden vier balen cocaïne, een vuurwapen en een doos met munitie gevonden.

Gisteravond detecteerde de DASH-8, het maritiem patrouillevliegtuig van de kustwacht, een verdachte go-fast ter hoogte van Klein Curaçao. Hierop stuurde het 'Rescue and Coordination Centrum' direct een eenheid uit om het verdachte vaartuig te onderscheppen. Toen de kustwachteenheid arriveerde bij het verdachte vaartuig, sprongen de opvarenden overboord en wisten via het land te ontkomen. Tijdens de zoekactie die – in samenwerking met de douane – hierop volgde, werden vier balen cocaïne met een gewicht van circa honderdzestig kilo, een vuurwapen en een doos met honderd patronen aangetroffen. De go-fast van het type 'Eduardono' is voor nader onderzoek opgebracht naar de kustwachtsteiger op Marinebasis Parera. **Bron : Kustwacht Nederlandse Antillen**

## Scrap-metal thieves stealing buoy bells and gongs

### Coast Guard: At least seven buoys off Maine have been affected

The Coast Guard and Maine Marine Patrol are investigating a growing number of missing metal sound signals from buoys along the Maine coastline.

At least seven known buoys, primarily throughout the Down East Region, have had their bells and gongs removed and investigators suspect they are being stolen and sold.

"It's possible that they are being sold to either nautical novelty shops or scrap metal yards," said Chief Warrant Officer Jeffrey Chase, the aids to navigation officer at Sector Northern New England. In either case, he estimates the bells could land hundreds of dollars apiece. As a deterrent, Chase said Coast Guard intelligence officials are working closely with local shops and scrap yards to identify missing property.

The missing bells and other hardware can cost taxpayers \$400 to \$1500 each to replace. If convicted, vandals are liable for the cost of repair and may also be punished under federal law with fines of up to \$2,500 and imprisonment of up to one year.

Further, missing navigational aids put mariners in danger. "It can be compared to someone stealing the traffic lights on a busy main street," said Cmdr. Brian Downey of Sector Northern New England. "These signals are there to warn mariners of hazards. Both the visual and audible signals are critical to the safe navigation of vessels, from large tanker ships to fishing and recreational crafts." **Source : US Coast Guard**

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## Gekapseisd Fries baggerschip geborgen

Het baggerschip dat vorige week zondag kapseisde op de Wijde Ee bij het Friese Bergum is maandag geborgen. De hele dag is er met behulp van een drijvende bok gewerkt om het omgeslagen schip weer om te draaien. Volgens Dick Heuvelman, de eigenaar van het vaartuig, verliep de operatie goed.

Het schip zal met een sleepboot naar Delfzijl worden vervoerd, waar in een werf wordt achterhaald waarom het vaartuig om heeft kunnen slaan en wat de schade is.

Bij het omslaan van het baggerschip is een onbekende hoeveelheid olie vrijgekomen. **Bron : Novum**

## Schepen moeten langzamer over de Westerschelde

Rijkswaterstaat heeft zaterdagmiddag een snelheidsbeperking opgelegd voor het scheepvaartverkeer op de Westerschelde. Dat gebeurde nadat er 's middags op het strand bij Vlissingen twee keer een vloedgolf ontstond door voorbijvarende schepen. Daarbij raakte een 63-jarige vrouw gewond. Strandwachten hebben een vijfjarig jongetje uit zee moeten halen. Schepen mogen niet harder varen dan tien mijl per uur, meldt de PZC.

## Ban on SLI ships lifted in three months if ...

The ban on Sulpicio Lines Inc. (SLI) ships will be lifted in three months at the earliest if the shipping company follows conditions required by the government. The Maritime Industry Authority (Marina) board required the SLI to implement within three months upon receipt of its order the conditions for SLI to resume its cargo and passenger operations.

SLI ships were grounded after the sinking of the MV Princess of the Stars at the height of typhoon Frank on June 21. At least 52 of the 825 passengers survived the tragedy.

Marina ordered the shipping firm to implement three main requirements – engage the services of an ISM-certified ship management company to assist in the review, institutionalization and sustained implementation/maintenance of the Company Safety Management System (SMS); retrain their personnel and other crew; and insurance coverage to the passengers, crews and cargoes.

The Marina also required the shipping company within 21 days from receipt of the order to secure insurance coverage from duly licensed companies for their crew and cargoes. The firm was also ordered to follow the proper procedure and have proper documents in loading dangerous cargoes.

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The Marina board issued the order on August 8 after considering the requests of the different chambers of commerce and local government units that urged the government to allow the full cargo operations of SLI.

The order, signed by Vicente Suazo Jr., Marina administrator, and Colonel Primo Rivera, Marina deputy administrator for operations, was also made in response to the "extremely urgent motion to lift the cease and desist order with manifestation" filed by SLI on July 28. The Marina said it considered the need to continue the providing cargo services within the country and help in finding means to lessen costs of goods and commodities as the world faces food and energy crisis.

But agency said it also considered the safety of life at sea especially that more typhoons were expected to hit the country before the end of the year.

"For the eventual lifting of the suspension/grounding order dated 23 June 2008 on respondent (SLI) other ships, this Authority considered fair and reasonable conditions to impose on respondent to allow full cargo operations, acknowledging the void in domestic trade services as advised by the Department of Trade and Industry (DTI) and local government officials and various chambers of commerce," the order said.

"It also sought to balance safety of life at sea since we take notice that we are currently in the typhoon season with 14 more typhoons expected to fall in the country till year-end," it added. SLI, in its motion, requested that its ships be allowed to resume normal cargo and passenger operation, or if not possible, at least on cargo operations only after the ships passed the re-inspection and audit.

But the Maritime Legal Affairs Office (MLAO) on August 1 said that the lifting of the cease and desist order at this stage is still premature and has no basis. SLI pointed out that MLAO misread the suspension order because the cease and desist order did not provide that while the case was pending, the SLI vessels should remain grounded. The company said that MLAO's position on the issue will bring gross injustice to SLI not to mention the harm to be suffered by the public.

The Marina board stated in its order that all the ships of SLI were subjected to re-inspection from July 24 to August 1.

On August 2, the suspension of at least two SLI ships - MV **Princess of the Earth** and MV **Cotabato Princess** were lifted. The board did not explain why they lifted the suspension of the two ships, while it refused to allow the remaining SLI passenger/cargo vessels to sail. Marina instead imposed the following conditions for SLI to allow its vessels to resume operations. **Photo : Cebu Daily News.**

## MISC tanker hijacked off Somalia

A 32,169 dwt chemical tanker belonging to Malaysia's MISC has been hijacked by armed pirates off the coast of Somalia. The 1997-built **Bunga Melati Dua**, with 39 crew onboard, was carrying a cargo of palm oil from Indonesia to Rotterdam when the vessel was attacked in the Gulf of Aden.

MISC confirmed the vessel was taken on Tuesday although it did not admit the vessel had been hijacked until today.

In a statement the company said: "MISC regrets to inform that its chemical/palm oil tanker, MT Bunga Melati Dua, has been hijacked by unknown pirates at 1409 GMT on August 19." The crew of 29 Malaysian and 10 Filipino seafarers managed to send a distress signal but Noel Choong of the Piracy Reporting Centre in Kuala Lumpur said there had been no direct contact with the crew.

He said an unidentified warship was searching for the tanker which is believed to be heading for Somalia waters.

The **Bunga Melati Dua** is the fourth vessel to be hijacked in the area in the past month. The Thai cargo vessel **Thor Star** and a Nigerian tug, **Yenegoa Ocean**, were seized last week. The bulker Stella Maris was attacked and hijacked on July 20. The tanker is insured through the UK Mutual Steam Ship Assurance Association (Bermuda) and classed by Lloyd's Register. **Source : Lloyds List**



The Bulgarian **KALIAKRA** arrived as first guest in Den Helder  
Photo : Bart Hakze ©

## Slow steam ahead as Hyundai, Hanjin try to offset high costs

Hanjin and Hyundai have each added an extra vessel to their Asia-Europe strings to slow the services and conserve fuel, reports Sea Freight Correspondent Paul Richardson Like most other shipping lines, Korea's two largest container carriers, Hanjin Shipping Co and Hyundai Merchant Marine, are feeling the financial crunch of escalating fuel prices

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that have led to higher operating costs on the major trade routes. In order to offset some of the expenses created by the high price of marine oil, both lines have deployed additional vessels on services covering the Asia-Europe trades and are employing slow steaming.

Hanjin has deployed eight to nine vessels on its flagship service called the Far East Express (FEX) while Hyundai operates the same number of vessels on the Asia Europe Express (AEX) service. The vessels travel at economic speeds to burn less fuel.

Shipping lines have worked out that it is possible to save as much as US\$10 million per round-trip voyage on the Asia-Europe route by adding the extra vessel and travelling at economic speeds. With each vessel normally making six round-trip voyages a year, the savings can be substantial with the deployment of the extra vessel.

Hanjin is a member line of the CKYH Alliance while Hyundai is part of the New World Alliance. Hyundai's position in the New World grouping looks somewhat tenuous at the moment with the possibility of member line APL moving over to the Grand Alliance should the acquisition of Hapag-Lloyd by its parent, NOL, go through.

Anticipating such a move, Hyundai has been stepping up its ties with the world's third biggest shipping line, French carrier CMA CGM. Hyundai has signed several vessel and slot sharing deals with CMA CGM on the Asia-Europe trade resulting in the deployment of four new 8,700 TEU Hyundai vessels in the CMA CGM service network.

While Hyundai is seeking to retain its global standing within the industry by having joint deals with lines that are not members of the New World group, compatriot Hanjin is strengthening its position on the East-West routes by establishing container transshipment centres on the important trade lanes.

Hanjin recently set up its own feeder service network over Malta to cover the Mediterranean area, particularly around the Adriatic region.

The line has also introduced direct calls at Malta on two of its mainline services as part of the CKYH/UASC alliance - the Mediterranean Asia America pendulum service and the Mediterranean Express service.

On the Asia-US East Coast trade, where capacity has risen by 6.8 percent in the past nine months to match a similar trade demand, Hanjin is showing renewed faith in a market that others still remain wary of. Back in December 2007, the CKYH alliance dropped one of its all-water services through the Panama Canal known as the AWE5 service, taking out around 4,000 TEUs per week from the service. In June this year, the group resurrected the service due to the newbuilding capacity injection by Hanjin.

Both Korea's big two lines are optimistic of healthy growth in business in the next few years and so have embarked on newbuilding programmes for mega-sized vessels of over 10,000 TEUs. During the order spree last year when shipowners were rushing to book mega-vessels at the major shipyards, Hanjin and Hyundai shied away from the newbuilding commitments, preferring to stay with vessels around of 6,000-8,000 TEU capacity, which they believed were more efficient for the marketplace. But in January 2008, German shipowner, Munchmeyer & Petersen (MPC) booked nine 13,000 TEU vessels with Hyundai Heavy Industries and signed a 12-year charter deal for the vessels with Hanjin. The vessels are to be delivered through 2011/2012 and destined for the Asia-Europe trade. The new vessels are twice the size of the largest Hanjin vessels currently on the trade. The Hyundai shipping line has also committed itself to newbuildings of large vessels. **Source: CargonewsAsia**





The **Christian Radich** arrived as second guest in Den Helder  
Photo : **Bart Hakze** ©

## Neptune Orient Hires 11 Banks for Hapag-Lloyd Loan

Neptune Orient Lines Ltd., Southeast Asia's largest shipping line, hired 11 banks to arrange a \$6 billion loan for its bid to buy TUI AG's Hapag-Lloyd AG unit, according to five people involved in the deal. Bank of Tokyo-Mitsubishi UFJ Ltd., Citigroup Inc., HSBC Holdings Plc, Intesa Sanpaolo SpA, JPMorgan Chase & Co., Mizuho Financial Group Inc., Natixis, Oversea-Chinese Banking Corp., Societe Generale, Sumitomo Mitsui Financial Group Inc., and United Overseas Bank Ltd. will arrange the loan, said the people, who declined to be identified as the information isn't public.

Neptune Orient, competing for Hapag-Lloyd with a German group, said earlier this month it will integrate its APL Ltd. unit with the container shipping line if TUI accepts its final bid. The combination would create the world's third-largest sea-cargo box carrier, behind A.P. Moeller-Maersk A/S and Mediterranean Shipping Co., according to Bloomberg calculations.

“Neptune Orient makes a logical candidate to merge with Hapag-Lloyd, but making an acquisition this size when the industry is facing deteriorating outlook increases Neptune Orient's risk, it leaves no room for integration error,” Hong Kong-based Jon Windham, analyst at Macquarie Securities Ltd. said in a telephone interview today.



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Trade between Asia and Europe has declined this year after growing 17 percent in 2007 due to effect of the U.S. subprime crisis on consumer spending and as shipyards began delivering more new vessels, according to Philip Damas, research director at Drewry Shipping Consultants Ltd. in London.



The **MISSISSAUGA EXPRESS** seen arriving Southampton August 17<sup>th</sup>  
Photo : Ian Denton ©

The industry may have over capacity this year as demand on the Asia-Europe route slows to 7 percent while it will be little changed in the trans-Pacific sector, Damas said. Hapag-Lloyd is more focused on trans-Atlantic routes while Neptune Orient on the trans-Pacific trades, Macquarie's Windham wrote in a research report on July 21. A merged company `` would have a more balanced revenue profile, but would still have significant exposure to the U.S.," he wrote. Singapore-based Neptune Orient plans to pay 1.5 percentage points above the London interbank offered rate as interest and fee for the two-year loan, including interest margin of 125 basis points over Libor and a fee of 50 basis points, said the people. A basis point is 0.01 percentage point. Paul Barrett, a spokesman for Neptune Orient, declined to comment.

TUI, Europe's biggest tourism company, is selling Hapag-Lloyd after bowing to investor pressure earlier this year. Hamburg Opposition Investors from Hamburg, the German port city where Hapag- Lloyd is based, including private investment bank M.M. Warburg & Co. and billionaire Klaus-Michael Kuehne, will also continue pursuing the purchase of Hapag-Lloyd, Sebastian Panknin, a spokesman for the city's Finance Ministry, said on Aug. 8. The Hamburg group has repeatedly said it wants Hapag-Lloyd to remain German-controlled to keep it independent and locally based.

Hapag-Lloyd, valued by some analysts at 5.4 billion euros (\$8 billion), would help Neptune Orient bolster its trans-Atlantic presence. Neptune Orient submitted a non-binding offer for the German company on July 21. Norwegian billionaire John Fredriksen, who holds more than 15 percent of TUI, said a sale of the business should be halted given the current economic climate, and that Hapag-Lloyd should be split off into a separate company instead. Russian billionaire Alexei Mordashov has raised his stake in TUI to 15.03 percent and said he supports TUI's decision to sell the container shipping unit. Hanover, Germany-based TUI's shares have fallen 26 percent this year, giving the company a market value of 3.56 billion euros. Neptune Orient declined 2.7 percent to S\$2.56 at the close in Singapore. The stock has fallen 34 percent this year. The company said earlier this month it will pare expansion plans after second-quarter profit fell 19 percent to \$75.8 million, hurt by rising fuel cost. **Source: Bloomberg**

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**Audacia** in the dark hours at Bay of Bengal, working on the Dhirubhai project.

**Photo : M.Telman ©**

## NAVY NEWS

# Brazil's navy seizes weapons of pirates

A Brazilian navy troop seized a motorboat full of weapons on Thursday in Guarujá area, in the southeastern São Paulo state, official sources said on Friday. The motorboat, which belonged to a group of pirates, was seized with three 12-millimeter carbines, a nine-millimeter submachine gun, a 40-millimeter pistol and some ammunition on board, said the commandant of São Paulo state's Port Authority, Afranio de Paiva Moreira Junior.

The pirates were robbing ships when they encountered a navy patrol. The five men on the boat jumped into the sea and swam to the shore to escape, said Moreira Junior. "The weapons are similar to those described by victims of recent robberies in this area," he said.

The Port Authority called the Federal Police to help investigate the case. Four boats were reportedly robbed in the Santos Bay, southeast of São Paulo, in February and March this year. **Source : xinhuanet.com**



A 10,000-pound underwater explosion rocks the amphibious transport dock **USS Mesa Verde (LPD 19)** during a shock test off the Florida coast. The test is part of Navy trials for the San Antonio-class ship, which was commissioned last December. **Photo : U.S. Navy**

## SA Navy asked to help fight pirates

THE World Food Programme has asked South Africa to use its new corvettes to escort emergency aid shipments to Somalia past a gauntlet of pirates.

The first shipment of food bought by the UN agency in South Africa for the Horn of Africa is due to be loaded in Durban at the end of the month. But the request for the escorts — which would be making their first sortie into hostile waters — appears to be tangled in red tape.

Government spokesmen were in the dark about the request this week, though the navy confirmed having seen it.

Marcus Prior, the food programme's spokesman for East and Central Africa, said South Africa was one of several nations from which escort vessels has been requested.

"A request was sent to the government through its permanent representative in Rome and we understand this request is now being considered," he said. Food programme officials have said the risk posed by pirates, who operate with near impunity off Somalia, was contributing to a dire food shortage in the Horn of Africa that could lead to a repeat of the 1992-1993 famine, in which hundreds of thousands died.

The agency is feeding more than a million people a month in Somalia, but says it will have to feed twice as many by December. Africa has overtaken South East Asia as the world hot spot for pirate attacks. About 56 percent of the attacks on shipping in the first half of the year were in African waters. Pirates have struck 24 times off Somalia this year alone.

Escorts provided by the navies of the Netherlands, Denmark and France ended in June. Canada agreed this month to take over escort duties until the end of September. SA Navy spokesman Commander Prince Tshabalala said the request for escorts had been sent to the navy "by mistake" and it could not take action until instructed to do so by the government. Neither the defence spokesman nor the cabinet spokesman knew of the request.

Helmoed Romer Heitman, Southern African correspondent for Jane's Defence Weekly, said South Africa should agree to take part in escort duty off Somalia to show that it is "willing to put its money where its mouth is when it comes to peace, security and stability in Africa. "What is embarrassing for us as South Africans is that we're the only country south of the Sahara that has the capability to provide an escort — [but] we're doing nothing." Source :

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## Indian Navy to participate in first war games in Atlantic Ocean

Underlining its increasing strategic prowess, the Indian Navy will for the first time participate in separate war games with the British and French navies in the Atlantic Ocean. Since World War I, the Atlantic Ocean has been the stage for strategic warfare for navies the world over. 'We will be participating in the naval exercises at the beginning of the next year at the invitation of Britain and France,' a senior naval officer said, speaking on condition of anonymity. The

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invitation from the two nations is an opportunity for the India Navy to gain a foothold in the region and work towards interoperability. The exercises will last 15 days.

During World War II, the navies and air forces of the Allies and Germany fought furious battles in the Atlantic Ocean to control the supply routes to Britain. It is estimated that the Allies destroyed nearly 800 U-boats, while at least 2,200 convoys (75,000 merchant ships) crossed the Atlantic, protected by Allied naval forces.

'The Indian Navy is working out the itinerary for the exercises in the Atlantic Ocean. We need to test our sonar and other equipment in different environmental conditions and the exercises would provide the right opportunity for this,' the officer added. During the exercise all the three components of naval operations - under the sea, on the sea, and in the air - will come into play. 'The Indian Navy would like to deploy all three components during the exercise to gauge their effectiveness,' the officer added. However, it was not immediately known which warships and other vessels will form the Indian Navy's flotilla for the exercises. The participation of the Indian Navy's lone aircraft carrier **INS Viraat** is also not certain.

'**INS Viraat** is currently undergoing a refit and is expected to put to sea by the beginning of next year,' the officer added.

Interestingly **INS Viraat** had previously served with the Royal Navy as **HMS Hermes** and was about to be decommissioned in 1982 after a defence review by the British government. However, when the Falklands War broke out, the vessel was made the flagship of the British forces and set sail for the South Atlantic just three days after Argentina invaded the Falkland Islands on March 19, 1982. **Source : sindhtoday**



Iraqi sailors look on from the pier as the coastal patrol boat **USS Firebolt (PC 10)** arrives at the port of Umm Qasr. Firebolt is making the port visit as part of Iraq Navy Day celebrations, marking the first visit by a U.S. ship to Iraq in more than 15 months

**Photo : US Navy ©**

## Russian warship notice sought

Ukrainian military officials on Thursday vowed to uphold a decree ordering Russia to seek permission to move its Black Sea warships based in the Ukrainian port of Sevastopol, setting up a conflict between Russia and another pro-Western former Soviet republic. "The president's decrees on the Black Sea fleet will, of course, be implemented on the territory of Ukraine," said Ukrainian Chief of Staff Serhiy Kyrychenko, according to the Unian news agency. "The Defense Ministry and the general staff are among those state bodies responsible for this task."

Ukrainian President Viktor Yushchenko on Wednesday issued the decree, which stated that Russia is required to notify Kiev of its warships' movements within Ukrainian territory at least 72 hours in advance. Ukrainian Foreign Minister Volodymyr Ohryzko said on Thursday that the measures undertaken by the government were an adequate response to a situation in which the Russian military is moving on the territory of Ukraine "as they wish." He noted that Russia has to respect international laws.

That means that Russian ships dispatched to support the military action in Georgia will have to seek Ukrainian authorization to return to the base in Crimea that Moscow leases from Ukraine. The Russian Foreign Ministry called the move "a serious new anti-Russian step," and the deputy head of the Russian General Staff, Anatoly Nogovitsyn, dismissed the order as illegitimate.

"We have one general commander for the Black Sea fleet. It is the president of Russia," Mr. Nogovitsyn was quoted as saying. The Russian navy was deployed to the Georgian coast during Russia's military incursion into Georgia in support of breakaway regions South Ossetia and Abkhazia. Ukraine backed Georgia in the dispute. The two countries have pro-Western governments and have been seeking to join the NATO military alliance. The Georgian conflict has given rise to suggestions that disagreements between Ukraine and Russia could rekindle tension between the two neighbors over the port, which has long been a source of friction.

Ukraine wants the Russian navy out of its country before the \$93-million-a-year lease expires in May 2017. Russia has stated that it wants the Black Sea fleet to remain headquartered in Sevastopol, with some Russian nationalists, including local members of parliament, voicing the ideas of reclaiming the port city of Sevastopol from Ukraine.

"Russia has never made a secret of its desire to retain its presence in Sevastopol after 2017," Adm. Vladimir Vysotsky, commander of the Russian navy, said last month. But analysts say it's unlikely Russia will pursue a military scenario against Ukraine, to which it provides natural gas. "The trajectory of Russian future pressure on Ukraine is already evident - in the form of increased natural gas prices," said John Daly, a Eurasian foreign affairs and defense policy expert for the Jamestown Foundation. "I think that a military clash is highly unlikely." **Source : washingtontimes**

## India begins naval games with France, Africa

Continuing with its policy of constructively engaging countries in West Asia and Africa to make its presence felt in the Indian Ocean Region (IOR), India has sent four of its major warships to the Red Sea and the African coast on a two-month-long deployment.

"The Indian ships will be present in the IOR for a while, doing some flag showing and also engaging in naval diplomacy with some port calls, mid-sea exercises and interaction with personnel from the navies of the West Asian countries and the African continent," a top Navy official said.

The Indian warships--**INS Delhi**, **INS Talwar**, **INS Godavari** and **INS Aditya**-- will simultaneously be visiting countries and ports all along the eastern African coast and some ports in the Red Sea, apart from exercising with the French navy in the Gulf.

The ships from Indian Western Naval Command began their journey end of July and is only expected to come back to Indian shores in mid-September, the official said.

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Delhi and Talwar have already completed their visit to Safaga port in Egypt in Red Sea between August 5 and 8, while Godavari and Aditya sailed to Refaet-al-Assad in Syria. The ships would now be sailing Mombasa, the second largest port-city of Kenya, Darasalam in Nigeria, other east African ports and a couple of ports in Madagascar Island and Mauritius.

"With India's economic interest in West Asia and African region increasing, Navy will be playing its diplomatic role by visiting more ports all along the coast of eastern Africa, touching the Horn of Africa," the official said.

Apart from exercise with the French Navy, the Indian warships would also have Passage Exercises (Passex) with other navies off the ports during the course of their deployment in the region.

"Most of the navies in eastern Africa are small in size compared to the Indian Navy. What we would be aiming during these interaction is to give them the confidence that India would come to their aid whenever there is a need, considering that we have enough experience in all aspects of naval operations, be it military, diplomatic, policing or benign" the official said.

India would also conduct exercises with other navies during the deployment, related to Human Assistance and Disaster Relief (HADR) and Search and Rescue (SAR) operations "to both train them and to learn from them." Once the Indian ships reach Mauritius, they would also tow a Naval ship of the island nation to Kochi for refit and repair. "The Mauritian ship is from the Indian naval service.

It was given to Mauritius for their use and we have an agreement with them for the ship's regular refit and repair. This towing of the Mauritian ship is under that agreement," the officer added.

Navy has been engaging the navies of the IOR for a few years now regularly and it has been especially focusing on the West Asian countries and the African continent on the western sea board. That apart, the Navy has been engaging other navies in the eastern front too. **Source : [ibnlive.com](http://ibnlive.com)**



The Canadian frigate **336 MONTREAL** visited Willemstad – Curacao - **Photo : Kees Bustraan ©**

# Sweden to cancel military exercises with Russia

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The Swedish government said on Monday it will not carry out any military exercises with Russia because of the critical situation between Russia and Georgia. The Russian troops must stop all the destabilizing activities in Georgia, including the destruction of infrastructure or blocking of important roads," the government said in a statement.

"The plan for ceasefire must be carried out swiftly and completely and Russia must pull its troops back to its previous positions and allow humanitarian aid to flow freely into Georgia," the statement added.

Sweden and Russia would exchange more than a dozen visits between troops and high-ranking officials in both countries from next month. The two countries would also carry out joint training exercises and are working for a joint memorandum on submarine rescue operations, according to local media. **Source chinaview**

## Now it's back to three DDG-1000's

Here's strong support for the view of that CSIS report that says "the Navy's procurement policy is in serious disarray."

Senator Susan Collins seems to have succeeded in her efforts to get Secretary of Defense Gordon England to intervene in the Navy's decision to limit the DDG-1000 program to just two ships.

According to published reports, England has written Collins a letter that says: "The Navy has been directed to ensure that its proposed plan will complete construction of the DDG-1000 ships currently under contract and conform to the president's (fiscal year 2009) budget submission by executing the third DDG-1000. This plan will provide stability of the industrial base and continue the development of advanced surface ship technologies, such as radar systems, stealth, magnetic and acoustic quieting and automated damage control."

The letter comes less than a month after a hearing of the House Seapower and Expeditionary Forces Subcommittee on Navy Destroyer Acquisition Programs at which Allison Stiller, Deputy Assistant Secretary, Ship Programs and Vice Admiral Barry McCullough, USN, Deputy Chief of Naval Operations for Integration of Resources and Capabilities testified that the program was to be capped at two ships because, among other things:

"The DDG 1000 cannot perform area air defense; specifically, it cannot successfully employ the Standard Missile (SM-2), SM-3 or SM-6 and is incapable of conducting Ballistic Missile Defense. Although superior in littoral ASW, the DDG 1000 lower power sonar design is less effective in the blue water than DDG-51 capability. DDG 1000's Advanced Gun System (AGS) design provides enhanced Naval Fires Support capability in the littorals with increased survivability. However, with the accelerated advancement of precision munitions and targeting, excess fires capacity already exists from tactical aviation and organic USMC fires. Unfortunately, the DDG 1000 design sacrifices capacity for increased capability in an area where Navy already has, and is projected to have sufficient capacity and capability."

**Source : MarineLog**

## SHIPYARD NEWS

### COSCO shipyard opens in Dalian

**In early August, COSCO Shipyard launched a new shipyard in Lushun, Dalian.**

The Dalian COSCO shipyard project will facilitate a 2.4 million-tonnage shipbuilding capacity annually, gradually reaching three million tonnes in its long term planning. The official commencement signified COSCO Group's implementation to the national policy for upgrading heavy industries and shows support to Liaoning province for its high-class shipbuilding industry.

COSCO invested US\$1.46 billion into the new facility.

Dalian COSCO shipyard is set to become a promising component in COSCO shipbuilding business, significantly contributing to local economy development. **Source : Baird Online**

## Doosan backs away from DSME bid

South Korea's Doosan Group has revealed that it does not intend to participate for a 50.4% stake in Daewoo Shipbuilding and Marine Engineering, the world's third largest shipbuilder. The decision, the result of a negative shareholder reaction to the financial burden of the purchase, comes as DSME stakeholder Korea Development Bank opens the bidding process for the yard. Steel producer POSCO is expected to emerge as the leader of the pack of other companies bidding for the DSME stake which carries an estimated value of \$4bn. **Source : Seatrade Asia**

## Cochin Shipyard plans Rs 800-crore IPO

Government-run Cochin Shipyard Ltd (CSL) has applied for Cabinet approval of an initial public offering (IPO) to raise Rs 800 crore to fund its expansion and for capital restructuring, reports the Business Standard. Part of the IPO proceeds would be used to create additional facilities to construct offshore vessels and tugs, which will ensure better margins for the yard.

A state official is reported as saying that if the IPO proposal receives the Cabinet clearance, CSL will be the first state-owned shipyard to be listed. The yard, which recently gained increased financial autonomy by achieving the 'mini-ratna' status from the government, currently builds vessels using two dry docks— the first a with 110,000 tonnes capacity and the other of 125,000 tonne capacity. The shipyard's current order book stands at more than Rs2,000 crore (\$458.8m). **Source : Seatrade Asia**

## JFE and IHI in merger talks

It is reported that Japan's second biggest steelmaker JFE Holdings Inc and IHI Corp are in talks to create Japan's biggest shipbuilding company to compete against South Korean and Chinese yards.

As per report, Tokyo based companies could merge their shipbuilding units before the end of this year. The new company would have sales of JPY 345 billion (USD 3.1 billion), becoming the world's sixth biggest shipyard behind South Korean and Chinese rivals.

Unofficial reports said that IHI's shipbuilding unit IHI Marine United Inc. will be merged into JFE's Universal Shipbuilding Corp. venture with Hitachi Zosen Corp., Japan's second largest maker of diesel vessel engines. JFE will initially raise its stake in Universal to 80% from 50%, leaving Hitachi Zosen with the remainder.

Mr Keiichi Sakamoto spokesman of IHI said "We are in discussions with JFE about shipbuilding operations. Details have yet to be decided."

Japan lost the title of the world's biggest shipbuilding nation to South Korea in 2003, while China overtook Japan two years ago. Consolidation in Japan's shipbuilding industry is necessary to fend off competition from China and South Korea and IHI maintains that it needs 2 to 2.5 times the size of its current shipbuilding business to compete successfully in the international Market. **Source : Steलगuru**

## Davie Yards hires Brynjulv Mugaas as acting COO

Davie Yards has announced that it has hired Brynjulv Mugaas as acting COO of the company, effective immediately.

Following the resignation of the company' President and COO, Gilles Gagne, Davie said it was pleased to have been able to replace him with a qualified shipbuilder at very short notice.



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Steinar Kulen, the company's Chief Executive Officer, said: "I am pleased that Brynjulv Mugaas has accepted this new challenge. He knows the yard well since he has been involved in our recent analysis of the yard's processes and projects. I welcome him onboard."

Mr Mugaas will act as COO until a permanent replacement is found. **Source : Offshore shipping online**

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## STX unveils Aker Yards plans

Soon, the only shipyard with "Aker" painted on its gantry crane will likely be the one in Philadelphia.

STX Norway AS and its financial advisors ABG Sundal Collier today announced that STX Norway AS now controls 88.37 % of the total outstanding shares and votes in Aker Yards.

Meantime, in Korea STX Group reportedly announced plans to rename the company STX Europe ASA, with a primary focus on the offshore sector, and to rename its French unit STX France Cruise SA, with a focus on the cruise and defense businesses. Splitting off the French operations is in line a partnership agreement signed by in June by French Prime Minister Francois Fillon and STX chairman Kang Duk Soo that will see the French Government take a stake of up to 9% in Aker Yards' French yards. **Source : MarineLog**

## STX STRENGTHENS GRIP ON AKER YARDS

SOUTH Korean shipbuilder STX, through its Norwegian subsidiary STX Norway, now STX Norway now owns 88.37 % of the shares in Norwegian headquartered international shipbuilding group Aker Yards, following closure of its mandatory offer period.

Aker's board had recommended today that shareholders should accept the mandatory offer. It said the offer was "fair in today's market conditions".

Buying Aker gives STX control of one of the small group of European yards that build almost all the world's cruise ships. **Source : Maritime Global Net**

## Korea Development Bank to invite bidders for Daewoo Shipbuilding next week

Korea Development Bank, a top shareholder in Daewoo Shipbuilding has announced that it will invite bidders for the world's No.3 shipbuilder next week in a bid to complete a \$4 billion sale this year, writes Reuters. "A public notice for sale of Daewoo is likely to come out next week," a KDB official said, adding the bank plans to select a preferred bidder in early October.

At least five bidders including the world's No.4 steelmaker POSCO and energy group Hanwha are expected to submit bids. **Source: seatradeasia-online**

## K Line to invest in Titan Quanzhou Shipyard

Kawasaki Kisen Kaisha, Japan, has reached an agreement with the holding company of Titan Quanzhou Shipyard Limited (TQSL).



This shipyard under construction is located in a suburb of Quanzhou City, Fujian Province, China, by Titan Petrochemicals Group, for "K Line to become a Primary Strategic Partner in ship repair business by purchasing convertible securities.

TQSL is located in a suburb of Quanzhou City, Fujian Province. Upon full completion in 2010, it will be the largest modern-designed repair dock in China with capacity of 250 vessels per year, equipped with four

ultra-large dry docks, two slipways, ten repair berths, a painting workshop and a mechanical-electrical workshop.

**Source : Baird Online**

## ROUTE, PORTS & SERVICES

An advertisement for Seamanship featuring a collage of four images: a red offshore supply vessel, a green and white cargo ship, a blue and white tugboat, and a white and blue ferry. The text "Seamanship" is prominently displayed in white on a dark background, with the tagline "Whatever the ship. Wherever delivered." below it. At the bottom, a red banner reads "GLOBAL SHIP DELIVERY &amp; CREWING".



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## Bulk companies to face tougher times

Analysts warn that bulker companies will face tougher times despite strong earnings due to China's continued demand for more raw materials.

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A report by the South China Morning Post showed that several bulk companies such as Pacific Basin and Sinotrans reported healthy profits for the first half of the year.

However analysts are concerned about the large number of vessels to come out which are expected to saturate the marketplace over the next two years.

"The large number of container vessels that have been bought already is expected to tip the supply and demand out of kilter," said Robert Bruce, CLSA regional head of transport research told the Post.

"We are already seeing a price war on the Asia-to-Europe route, traditionally one of the most profitable."

ABN Amro analyst Osbert Tang said that bulk cargo trade demand was only expected to grow five percent this year compared with the bulk carrier supply growth forecast at nine percent. The global economic slowdown has also exacerbated the situation, with long haul routes already softening in line with reduced exports. **Source : Baird Online**

# Scrap ships crowd Bangladesh shore on demand for cheap steel

Omar Faruq winces in pain as medics stitch up his leg in a makeshift first aid hut at a ship-breaking yard on Bangladesh's southeastern coast.

The 16-year-old needed five stitches after a sharp corner of a metal sheet sliced open his shin, forcing him off work for two days. Faruq is one of 30,000 men who work around the clock on a 10-kilometre (six-mile) stretch of coastline in Sitakundu, dismantling old ships in possibly the world's biggest open-air workshop.

He says he knows the job is dangerous, but he needs the money for his family -- just as his country also desperately requires the steel that comes from the old ships.

For years, Alang in western India has been the world's largest ship dismantler, but earlier this year Sitakundu outpaced it, according to the Bangladesh Ship Breakers' Association (BSBA). The association says demand for steel is booming in Bangladesh, due to six percent annual growth over the past four years, the biggest boom period in the country's history.

Sitakundu's 22 ship-breaking yards demolished one million tonnes of steel in the year ended June 30, according to the BSBA. Once removed from the old ships, steel plates are melted down by Bangladesh's 200 small re-rolling mills and turned into steel rods.

Yard owner Alhaj Mohamed Yusuf says Sitakundu's frequent tides and low wages have made it the best place in the world to break ships. "Due to frequent tides we can beach the ship just two hundred yards (metres) from the coast," he says. "It saves us thousands of dollars for every ship we break, whereas in Alang and China they beach ships two or three kilometres out into the sea."

Bangladesh, with a population of 144 million people, also has some of the world's cheapest labour costs, he says.

Yusuf says the natural conditions, combined with growing demand for steel, have also attracted bigger ships to the yards. "We're handling ships as big as 80,000 tonnes these days," he says. To capitalise on the boom, he is planning to open a steel mill by the end of the year.

Unlike neighbouring India, Bangladesh has no iron ore and is dependent on imported steel -- either from scrap or more expensive billets, Yusuf says. "It's a lifeline for Bangladesh," says Alihussein Akberali, managing director of Bangladesh Steel Re-rolling Mills (BSRM), the country's largest steel producer.

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"The rods made from scrap ships are inferior to those made by top steel producers, but they're at least 20 percent cheaper than high-grade steel and therefore are overwhelmingly used in the country's construction industry."

Like all commodities, prices of steel have experienced a sharp rise in recent years. Akberali says two and a half years ago, he was paying almost a third of what he pays now for billets from India. "Back then we were paying 430 dollars a tonne. About three months ago it was about 940 dollars a tonne but in May, India introduced a 15 percent export tax and the price is now around 1,150 to 1,200 dollars."

FR Khan is managing director of Asset Development, one of the biggest apartment construction businesses in the country. Khan says steel that originated in the country's ship-breaking yards is mainly used in non-structural aspects of his buildings, but he is working with designers to come up with new ways to maximise the cheaper steel.

"In the global context of rising costs, every penny counts right now," he says. The ship demolition business has long been a subject of controversy over its environmental impact and backbreaking working conditions. Mohammed Ali Shahin, who works with non-governmental ship-breaking organisation Young Power in Social Action (YPSA), says official figures show that 10 workers have died in Bangladeshi ship yards this year. However, he estimates the number to be much higher because there is no union dedicated to workers and no official worker numbers. He says few workers wear protective gear in the yards.

"It's a very hazardous job. Our question is, is the amount of steel supplied really enough compensation for the damage the industry is doing to workers and the environment," he says.

But Yusuf shrugs off the criticism. "The ships are being recycled so we are helping the environment," he insists. "We are also providing jobs in a poor country." "We don't dump anything into the sea because everything is worth money so we sell it -- even the old oil," he says.

For 16-year-old worker Faruq, fears about safety are not enough to keep him away from his job. "I'm always afraid of these sorts of accident. On the other hand I'm more afraid of not getting money if I don't come to work," he says.

Source: [google.com](#)

## Gulf Navigation boosts fleet with new chemical carrier

Gulf Navigation Holding PJSC has received the newly built **Gulf Huwaylat**, an IMO Type II chemical carrier capable of carrying a broad range of petrochemical products. The vessel was built at the Hyundai Mipo Dockyard in Ulsan, South Korea. Contracted to International Shipping, a SABIC subsidiary, on a 15-year time charter for \$54.35 million, the ship is part of a series of four sophisticated chemical carriers ordered by Gulf Navigation PJSC. It has a dead weight of 46,200 metric tonnes, a capacity of 54,300 cubic metres and has 20 specially coated cargo tanks. The addition of this vessel to the GulfNav fleet reaffirms the company's position as a regional leader in shipping and marine services. The vessel is the second of four vessels that will be chartered to International Shipping by Gulf Navigation Holding PJSC. Engineer Abdullah Al Shuraim, Chairman, Gulf Navigation Holding PJSC, said, "Our acquisition plan is on schedule to add to the revenue and flexibility of the company. The value of acquired and under development vessels is also increasing since we placed our orders." **Gulf Huwaylat** is presently valued at approximately \$ 65 million.

Source: [www.gulfnews.com](#)

## Containers stapelen zich op in Poti

De containerterminal in Poti is sinds eind vorige week weer operationeel. 'Schepen worden weer gelost', vertelt Peter Terhorst van de Rotterdamse expediteur Starfreight. Doordat het achterlandvervoer stil ligt, stapelen de containers zich op in de Georgische haven.

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De containerterminal is ongeschonden uit de Russische bombardementen gekomen. Rederijen, zoals Maersk, hebben geen boekingstop afgekondigd en varen gewoon op de havenstad. Negentig schepen van Starfreight zijn onderweg naar Poti. Een gedeelte is al gearriveerd, andere staan geparkeerd in havens in Roemenie en Turkije, vertelt Terhost. Georgië is voor de expediteur een belangrijk land, zowel als eindpunt als transit naar Azerbeidjan en Armenië.

Terhorst adviseert klanten van Starfreight boekingen uit te stellen totdat er meer duidelijkheid is. 'De afvoer naar het binnenland is niet mogelijk omdat Russische troepen de wegen en spoorwegen bezet houden.' Rusland had eerder beloofd haar troepen terug te trekken. Volgens Terhorst was daar eerder deze middag nog geen sprake van.

**Bron : Nieuwsblad transport**

# New maritime academy to take in students soon

THE new Sarawak Maritime Academy is all set to receive its first batch of students. The RM25mil academy, the first of its kind in east Malaysia and the second in the country after the Malaysia Maritime Academy in Melaka, is located at Upper Lanang Road.

The first batch of students are to pursue a two-year diploma programme in marine engineering and nautical studies.

State Minister for Environment and Public Health Datuk Seri Wong Soon Koh said the academy, on a 2.8ha site, was equipped with all the facilities required by the International Maritime Organisation.

"This include the RM1.65mil Poseidon Borealis full ship bridge simulator. A norwegian expert will install the hardware this month," he said. Wong said the academy, part of the United College Sarawak's School of Maritime Studies, would be under the directorship of Capt Goh Chin Guan, an experienced seaman with the Shin Yang Group in Miri.

Currently, 10 students have enrolled in the academy which can take in 400 trainees, he said, adding that there were hostel facilities for about 150 students.

Wong said the academy would carry out a student recruitment campaign soon for a two-year diploma programme in marine engineering and nautical studies.

He said the programme graduates would receive the Malaysian Marine Department's certificate of competency, a basic requirement for trainees who wished to serve on board ships as a marine engineer or navigating officer.

"There is an acute shortage of qualified seafarers in Sarawak where not less than 80% of them are foreigners from the Philippines, Indonesia, Myanmar and India. "I'm confident the academy will go a long way in contributing to adequate maritime human resources development in the state and the country," he said.

He urged the local shipping fraternity to send their personnel to study at the academy to qualify for the internationally-recognised diplomas and certificates. Wong also thanked the state government for giving an initial grant of RM5mil and the Shin Yang Group for its significant contribution to the academy.

Goh said a qualified cadet officer can expect a basic salary of US\$5,000 to US\$10,000 while a captain can draw US\$12,000 to US\$15,000 a month. **Source : The Star**

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### Dredging Vessel inducted in Pakistan's Navy

The first dredging vessel of Pakistan Navy **BEHR KUSHA** was formally inducted into Pakistan Navy in a ceremony held here on Wednesday at PN Dockyard; Chief of Staff Pakistan Navy Vice admiral Asif Humayun was the chief guest on the occasion.

The vessel acquired from China, is 81 meters long with a draught of 4.95 meters and displacement of 5037 tons and it will be primarily utilized to clean out approaches, harbor channels, basins and naval berths at Jinnah Naval Base Ormara. While speaking on the occasion Vice Admiral Asif Humayun said that China was a trusted and tested ally of Pakistan and acquisition of Dredger was a distinct demonstration of sound and long lasting historic relations between the two countries signifying the desire to further cement the existing military cooperation with China.

Guest highlighting the fast growing maritime sector in the country the Chief said that besides construction of the deep-sea port at Gawadar and coastal highway, many other mega projects related to the ship construction and ports refurbishment were in the offing.

The ceremony was also attended by a large number of senior Naval officers, foreign delegates and civil dignitaries.  
Source : [onlinenews.com.pk](http://onlinenews.com.pk)

### Texas to have new offshore VLCC terminal

A joint venture involving Houston billionaire Dan Duncan's Enterprise Products Partners and TEPPCO Partners plans to build and run a \$1.8 billion oil terminal 36 miles off the coast of Freeport in Texas. Similar to the existing Louisiana Offshore Oil Port, or LOOP, the new terminal is slated to have two floating connections for VLCCs to unload their crude oil cargoes. To be named the Texas Offshore Port System, or TOPS, the new project will have 160 miles of pipelines to move oil to shore and along the coast to refineries in Houston, Port Arthur and Beaumont. It also features new storage onshore for more than 5 million barrels of crude oil.

A third partner of the joint venture is Germany's Oiltanking Holdings Americas. ExxonMobil Corp. and Motiva Enterprises LLC. (Shell and Saudi Aramco 50/50 joint venture) are said to have committed to take their shipments through the system for their coastal refineries. Completion of the project would see the new facility unload up to 1.8 million barrels per day, or some 18% of current US oil imports.

With a capacity of 1.2 billion barrels per day, LOOP already moves some 12% of annual US oil imports. "[T]he main catalyst for this project (TOPS) is the expansion that's taking place at refineries along the Texas Gulf Coast," a director with Enterprise was quoted saying. About 2.5 million of the 3.6 million barrels per day of oil refining

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capacity for the Texan coastal region from Freeport to Houston and Port Arthur arrive on oil tankers, reported the Houston Chronicle.

The local newspaper expects major refinery expansions currently in the pipeline to boost future demand for oil imports into the region. Texan ports are not deep enough, however, to cope with VLCCs. As a result, foreign oil coming in on supertankers has to be transferred onto smaller tankers in a process called lightering, which would enable the cargoes to reach coastal and inland refining facilities.

TOPS would allow the largest of the world's supertankers to anchor next to a buoy with pipes connecting it to a pumping station that will move the oil on-shore. "This would help provide an alternative to lightering, help reduce congestion in the Houston Ship Channel and other ports and help companies avoid extra port fees," a senior executive with Oiltanking was quoted saying. One source said the offshore facility is "less likely than a coastal port to be shut down by a fog and can operate around the clock". Some players have also been lauding the project as a measure to cut back tanker traffic in ports and reduce the risk of spills since less lightering is required.

The project is currently awaiting approval from the US Coast Guard, and the onshore pipeline and storage facilities are subject to review by the US Environmental Protection Agency, Army Corps of Engineers and Department of Transportation. **Source: portworld.com**

## Over 20,000 berths expected in Dubai

Dubai is likely to be home to more than 20,000 berths within the next five years, according to the Island Global Yachting (IGY), the luxury marina developer and management company.

IGY currently has 24 marinas under management and development worldwide, with a further six planned in the longer term. The 200 per cent increase in berths on current numbers in Dubai will also lead to the creation of more than 1,500 jobs within IGY's operations in Dubai alone.

Michael Horrigan, CEO of IGY Middle East and Europe, said: "The Middle East is experiencing an explosion in the number of berths as a response to the boom in the region's property market."

"Dubai has always been a city with a strong maritime heritage but with the creation of some of the world's most unique waterfront developments, the city now appeals to a new market: the international yachting community," Horrigan added. **Source : Gulfnews**

## Favourable government policies galvanise cargo handling at KPT

Favourable government policies, conducive environment and concerted efforts, have galvanised cargo handling at Karachi Port, as evident from the statistics of July 2008. The total cargo handling last month recorded an increase of 19.18 percent with 3.54 million tons handled this year as against 2.97 million tons during the corresponding period last year.

According to KPT sources, the significant rise has been in the exports, primarily comprising cement, clinker, molasses and ethanol and export commodities. During July 2008, a total of 1.28 million tons were handled against 0.74 million tons last July. Handling of import cargo was also marginally higher, recording 2.259 million tons against 2.22 million tons previously. The breakdown shows that 1.08 million tons of dry cargo was handled up from 329,000 tons last year. Similarly bulk cargo export stood at 439,000 tons as compared to 226,000 tons last year while container handling depicted a growth of 20 percent from last year.

KPT said that with this growth in trade handling, 99 ships were handled during the period under review as against 88 last year. Overall statistics point to a healthy trend reflecting confidence in the soundness of policies of the Government, KPT pointed out. **Source : Imran Farooq**



The 1984 built semi-submersible oil rig **GSF ARCTIC III** anchored off Marsaxlokk Harbour, Malta.

Photo : Lawrence Dalli - Malta Ship Photos ©

## Outer harbour hailed a success

A major expansion of Great Yarmouth's outer harbour was announced this week - seven months before it even opens for business. In a move seen to reflect strong industry confidence in the scheme, Eastport UK is to develop an extra 300m of quay for general cargo activity. Chief executive Eddie Freeman said it represented a "significant extra financial investment" in the £50m-plus project which is rapidly transforming a run-down area of South Denes.

He said: "The quay will now be about 500m long, giving us much greater flexibility to exploit commercial opportunities that we see presenting themselves, including offshore decommissioning, wind farms and other renewables." The extra space would also make it far easier to accommodate a roll-on roll-off ferry berth when a deal was finally struck with an operator. Mr Freeman said building the extra quay - along the section of harbour closest to shore - had always been a long-term plan, but it was never envisaged to happen so quickly.



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He said: "It creates efficiencies to do the work now while the contractors are on site, but it is also a display of good faith as far as we are concerned.

"Commercial interest is growing as we get further and further into the development and we are hopeful we can put the extra quay to good use." He said he was not disheartened by the present economic downturn because major players in the port industries tended to take a longer-term strategic approach, looking past economic blips.

Bad winter weather delayed progress by several weeks but Mr Freeman said contractors had made up time and the scheme was now "very much on schedule and to budget".

The next phase of work would see a hi-tech cut-and-suction dredger return to port and, over a fortnight, excavate about half a million tons of sand from in front of the northern breakwater. The sediment would be used to build up reclaimed land to be used for shore activities.

Mr Freeman, who built his reputation as managing director of the HumberSea Terminal transforming a greenfield site at Killingholme into the most successful roll on roll off ferry port on the East coast, revealed that the first ships could be entering port as early as next March.

Cranes for the container terminal - a joint venture with the Port of Singapore - would be arriving at the end of March and, following two months of commissioning, the container terminal would become operational in June or July.

Building work on the extended quay would be finished in August when the port would be fully up-and-running.

He said recruitment for the container terminal would begin in the new year, and they were keen to find workers from the local area as far as possible. **Source : [greatyarmouthmercury](#)**

## Garware Offshore to buy 5th ships for USD 100 million

BL reported that Garware Offshore which provides offshore support services to oil and gas exploration companies such as ONGC and Reliance will be adding 5th more offshore vessels to its existing fleet within the next 12th to 18th months.

The 5th vessels involve a total cost of about USD 100 million with 2 of these being purchased by the company's Singapore subsidiary through the bareboat charter route. The new vessels include 2 anchor handling tug supply vessels one of which will be delivered in October this year while the other is scheduled for delivery in February 2009.

Mr Sandeep P Akolkar president of Garware Offshore said that "Both these vessels are new building orders and would cost about USD 32 million."

The third vessel being procured is a USD 27 million platform supply vessel which is likely to join the company's existing fleet of 7th vessels in January 2009. The remaining two vessels one anchor handling tug and a work barge are being procured by the company's Singapore arm, Garware Offshore International Services Pte Ltd. These 2 vessels are worth about USD 41 million.

Mr Akolkar said that for these 2 vessels, the company had negotiated a unique package with a Singapore based bank which exclusively dealt with financing of marine assets.

Under the agreement, the bank will finance the entire fund requirement for the 2 vessels and hand them over to Garware for operation as bareboat charter. After a period of 2 years of operations, Garware will have the option to buy back the vessels from the bank at rates already determined in fact it can buy the vessels back anytime between 2 to 10th years of their operation.

## Murmansk supertanker gets new owner



"Belokamenka" (Photo: Rosneft)

The 360,000 ton oil tanker "**Belokamenka**" operating as floating terminal in the Kola Bay outside Murmansk will be included in the new company SCF Terminals.

According to B-port.com, the supertanker, which is playing a key role in Russia's oil exports through the Barents Sea, will be part of the new company along with terminal assets like Primorsk (Sankt Petersburg) and Kozmino (Nakhodka). Also several other Russian terminals might be included in the new company, the website confirms.

The SCF Terminals will be controlled by state-owned oil company Rosneft together with shipping major Sovkomflot.

Source : Barents Observer

## Singapore's NOL moves 14 pct more cargo in July

Singapore's Neptune Orient Lines , the world's seventh-biggest container shipping firm, said it carried 14 percent more containers on its ships in the four weeks to July 25 compared with the same period a year ago.

The company said in a statement on Monday that its shipping arm APL carried the equivalent of 209,800 forty-foot containers on its ships in that period.

The average revenue on each container carried by the state-controlled firm rose 9 percent to \$3,074, from \$2,821 in the same period a year ago. Source: reuters.com

## Norway's Farstad Shipping ASA signs vessel charter agreements for NOK293m

Farstad Shipping has achieved a 3 year contract (plus 3 x 1 month options) with Marathon Norway for the platform supply vessel **Far Service** (UT 745, 1995, 4.680 DWT). Start up of the contract is August in direct continuation of the existing employment. Peterson SBS Den Helder BV has declared the first one year option on the platform supply vessel **Far Splendour** (P 106, 2003, 3503 DWT) commencing in direct continuation to the current contract end of December. Coogee in Australia has extended the charter agreement for the anchorhandling tug supply vessels **Lady Valisia** ( ME 303, 1983, 12.240 BHP) and **Lady Gerda** (Hart Fenton, 1987, 8.660 BHP) for a period of 10 months from 1st Oktober and 1st December respectively.. Total contract value is approx. NOK 293 mill. Source: Farstad Shipping

## Malaysia's MISC Q1 profit down 9.2 pct

MISC Berhad (MISC) is pleased to announce its Group financial results for the first quarter ended 30 June 2008. The revenue of RM3,649.3 million was 24.9% higher than RM2,921.2 million recorded in the corresponding quarter. MISC Group recorded a profit before tax of RM559.4 million which was 2.6% lower than the corresponding quarter of RM574.1 million (excluding gain on disposal of ships). The decrease was mainly attributable to higher operational costs particularly in bunker, crewing costs and port charges.

Net tangible asset per share increased to RM5.05 from RM4.78 with gross debt equity ratio remains at 0.41:1.

The Group's earnings arising from existing and new long term charters in the LNG and Offshore businesses continue to provide the Group with stable earnings. The global petroleum shipping space is experiencing short term firmness which could hold till the end of 2008. The container shipping segment is expected to weaken further resulting from the global

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economic slow down and excess shipping capacity. Escalating operational costs especially bunker on the back of current high oil price could adversely impact the short term performance of the Group. **Source: MISC**

### Grimaldi Group to increase capacity to Israel

On August 22 the new single hull vessel "**Eurocargo Salerno**" will replace **M/V Spes** which has been on service for several years Grimaldi Group announced a decision to place larger capacity vessels on its Israel service. In a press release published last week the company said that the ro-ro / container carrier **Eurocargo Salerno** will call the port of Ashdod. Grimaldi Group offers a direct ro/ro and container service every 7 days from/ to Ravenna, Koper, Monfalcone, Piraeus, Haifa, Ashdod and Izmir, Carrying containers, cars, vans, commercial vehicles, trucks and general cargo between the Adriatic ports and the Eastern Mediterranean.

At present two vessels are deployed on this service: the **Fides** and **Spes** with speed of 18 knots, and a total cargo capacity of 800 lane meters, 350 TEUS and 1300 cars. on August 22 the new single hull vessel "**Eurocargo Salerno**" will replace **M/V Spes** which has been on service for several years.

Ephraim Alter, General Manager Allalouf & Co. Shipping Ltd, which represents Grimaldi Group in Israel, noted that during the first half of 2008 the Adriatic ro-ro service experienced an outstanding increase in demand making it necessary to replace the vessels with larger capacity ships. **Source: Port2Port**

## MOVEMENTS



The **Azamara Journey** seen passing Gravesend 17/08/2008 heading for her berth at Tower Bridge, London after a voyage from Amsterdam.

**Photo : David Berg ©**

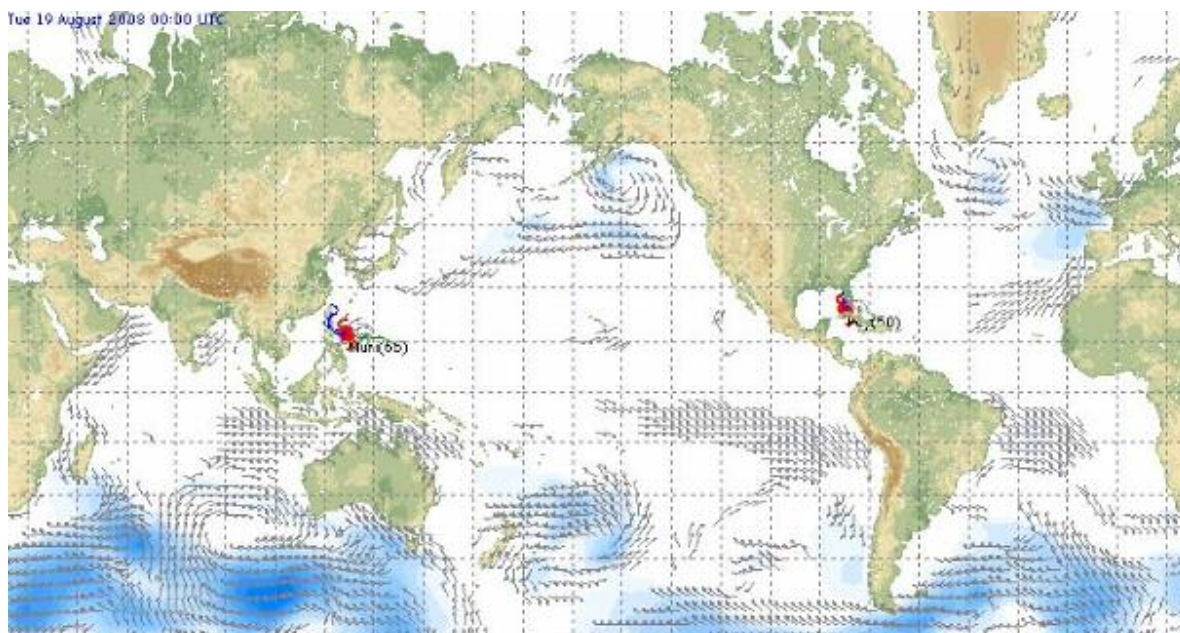
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Today's wind (+6Bft) and wave (+3m) chart. Created with SPOS, the onboard weather information & voyage optimisation system, used on over 1000 vessels today.

### .... PHOTO OF THE DAY ....



The former **CSCL LOS ANGELES** now **MSC LOS ANGELES** seen at Harwich assisted by the tug **SVITZER MELTON**  
Photo : Paul Smith - Coxswain Harwich lifeboat ©

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